श्री सभापति: सोच समझ कर देना एश्योरेंस।

श्री शिबू सोरेन: महोदय, यह जरूरी है कि जब तक राज्य सरकार और कोयला पदाधिकारियों की बैठक नहीं होगी, उसके रीहैबिलिटेशन करने की व्यवस्था नहीं होगी। लोगों को हटाने के लिए एक टास्क फोर्स बना हुआ है पहले से ही यह सीमित बनी हुई है और काम भी चल रहा है। यदि जरूरत पड़ेगी तो हम लोग और उपाय करेंगे।

MR. CHAIRMAN: Q No. 225

[The questioner (Shri Mangni Lal Mandal) was absent. For answer vide page 32.]

Over bridge on NH-5

*226. SHRI V. HANUMANTHA RAO: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that the Road Safety Forum had demanded a pedestrian overbridge at Gundugolamu village on National Highways No. 5;

(b) whether it is a fact that NHAI is reluctant to receive and entertain suggestions from road safety experts and activists; and

(c) the steps proposed to correct this situation immediately?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU): (a) to (c) A Statement is laid on the Table of the House.

Statement

(a) Yes, Sir. The demand for a pedestrian overbridge at Gundugolanu village on National Highway No. 5 was received from the Road Safety Forum of Polavaram, West Godavari District of Andhra Pradesh and was examined in detail. The provision of Pedestrian overbridges is considered at locations near built up areas consisting of schools, markets, shops, temples, hotels, cinema halls etc. on both sides of carriageway, where volume of pedestrian traffic crossing a wide carriageway is large. Such conditions, however, do not exist at the Gundugolanu junction to justify a pedestrian overbridge. The same has been communicated to the President, Road Safety Forum.

(b) No, Sir. In fact, NHAI welcomes constructive suggestions. A similar request from Road Safety Forum regarding providing median opening near Zilla Parishad High School at Km. 47.300 on NH-5 was accepted.

(c) Does not arise.

SHRI V. HANUMANTHA RAO: Mr. Chairman Sir, every year, it is estimated that over one lakh people are dying in road accidents in India. As the highways become wider, there is more traffic, there is every need of the National Highway Authority to construct pedestrian overbridges. The Minister in his reply has said, "The provision of Pedestrian overbridges is considered at locations near built up areas consisting of schools, markets, shops, temples, hotels, cinema halls etc." I want to ask the Minister, "How many such pedestrian overbridges are there in the entire NH between Calcutta to Chennai? How many overbridges have been constructed by the Government for the public?

SHRI T. R. BAALU: Sir, as per the Indian Road Congress guidelines if there is any necessity for a pedestrian overbridge of exceptional locations like Railway stations, cinema halls, shops, schools or any other area which has got higher density of pedestrian population, from left to right or from right to left, we have to provide a way for the public to access. When there is no such built up area we normally don't have it. As far as the particular numbers of such overbridges on NH-5 from Katkar to Chennai is concerned, as of now, I am not having it road by available When I get it, I will pass it on.

SHRI V. HANUMANTHA RAO: My second supplementary is: in the 1800 kms road, there is not a single pedestrian overbridge there. It is a fact. Now, I want to ask whether it is a fact that the National Highway Authority has ignored the offer from NGOs? Many accidents have taken place in the Highways and hospitals of Andhra Pradesh have provided medical aid to the accident victims. It is a fact that NHAI has not even bothered to respond to such offers from the public who want to give free assistance. Why are they not taking their assistance.

MR. CHAIRMAN: I will allow only one supplementary.

SHRI V. HANUMANTHA RAO: There are no amenities such as toilets. In the entire stretch of national highway there has not even a single toilet

or rest house. If this is the situation, why is the Government constructing National Highways? Is it only to help the contractors, or, are they for the use of people?

SHRI T.R. BAALU: The highways constructed under the National Highways Development Programme NHDP-I and II are of special nature. All the highways under this have to have partial access/control on both the sides. If there is any need to have them at the intervals of every 2 kms. and if there is any request, we can have it. If there is any necessity that they are needed at a prescribed location we will consider that. As of now, no such request has been received in the Ministry.

SHRI V. HANUMANTHA RAO: Sir toilet is a necessity at the interval of every 50 Kms. We have also given a representation in this regard.

SHRI T.R. BAALU: We will definitely consider that. If it is necessary, we will definitely consider...(*Interruptions*)...The NHAI will consider if it is necessary....(*Interruptions*)

SHRIMATI VANGA GEETHA: Sir, as the hon. Member has said and the hon. Minister has also mentioned it in his reply that the NH-5 is a very important highway and has got a heavy traffic. I would like to know from the hon. Minister how many over-bridges are porposed on the NH-5, how many are completed and how many are pending? Moreover, to ease out the traffic a by-pass road is also necessary. Hence, I request the hon. Minister whether the Government is contemplating a bypass road on NH-5 and on various other highways in various parts of the country to ease out traffic. If so, the details of the proposal and the funds allocated for this may be given.

SHRI T. R. BAALU: Sir, generally, the guidelines of the Indian road Congress the taken into account while constructing highways, especially the national highways. But, at the same time, Madam has asked particular questions as to how many over-bridges, subways, etc., have been constructed on NH-5 in Andhra Pradesh. Sir I will send this information to the hon. Member.